

Washington State Transportation System

A presentation to the Pacific
Northwest Economic Region Summit

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July 2003



Blue Ribbon Commission on Transportation



Governor and Legislature created the 46-member Blue Ribbon Commission on Transportation (BCRT) in 1998 to:

1. Assess local, regional and state transportation systems;
2. Ensure that current and future money is spent wisely;
3. Make the system more accountable and predictable;
and
4. Prepare a 20-year plan for funding and investing in the transportation system.

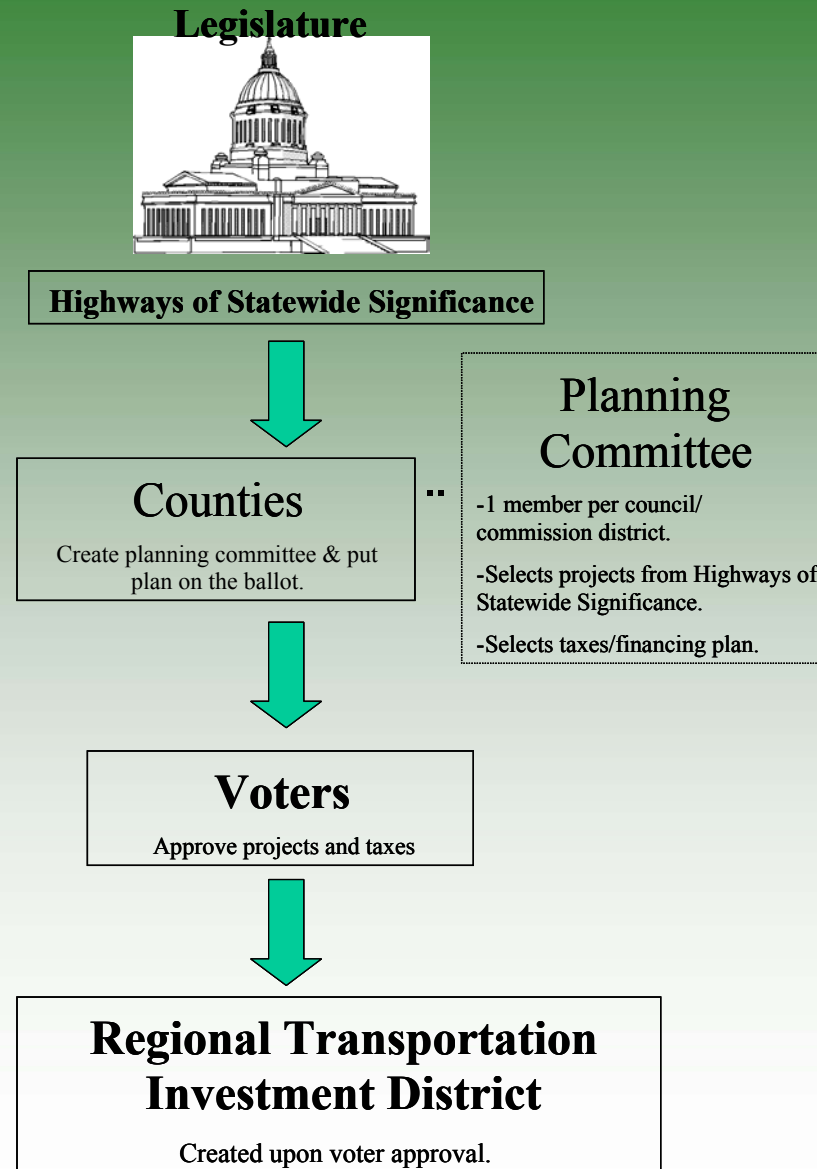
Blue Ribbon Commission on Transportation



Recommendations of the BRCT include:

1. Establishing benchmarks and measuring progress
2. Increasing accountability and efficiencies
3. Investing to keep the state system strong
4. Empowering regions to fix their problems
5. Ensuring funding will address needs
6. Adopting the Early Action Strategy: 2001-2007
 - Make transportation agencies efficient
 - Accelerate expansion of services and construction of new projects
 - Phase in taxes and fees of \$9-13 billion

Regional Transportation Investment Districts

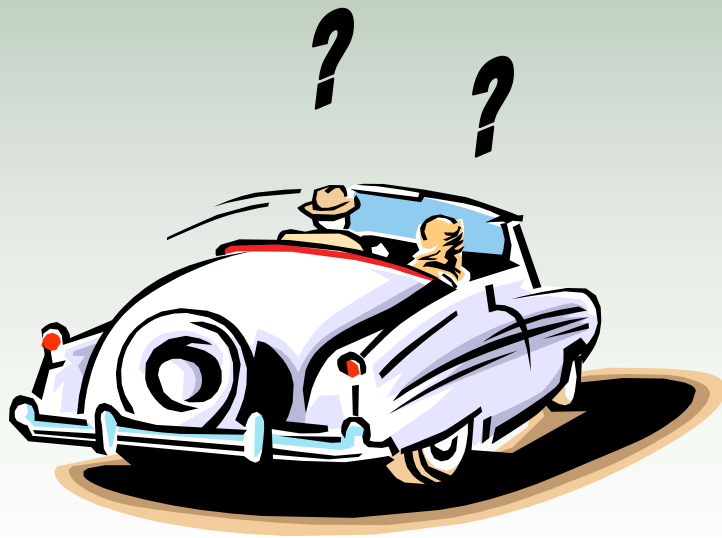


Referendum 51



- Key Points:
 - 9-cent gas tax increase
 - Weight fees
 - Accountability
 - Efficiency
- Public vote count:
 - 63% voted against

Where do we go from
here?

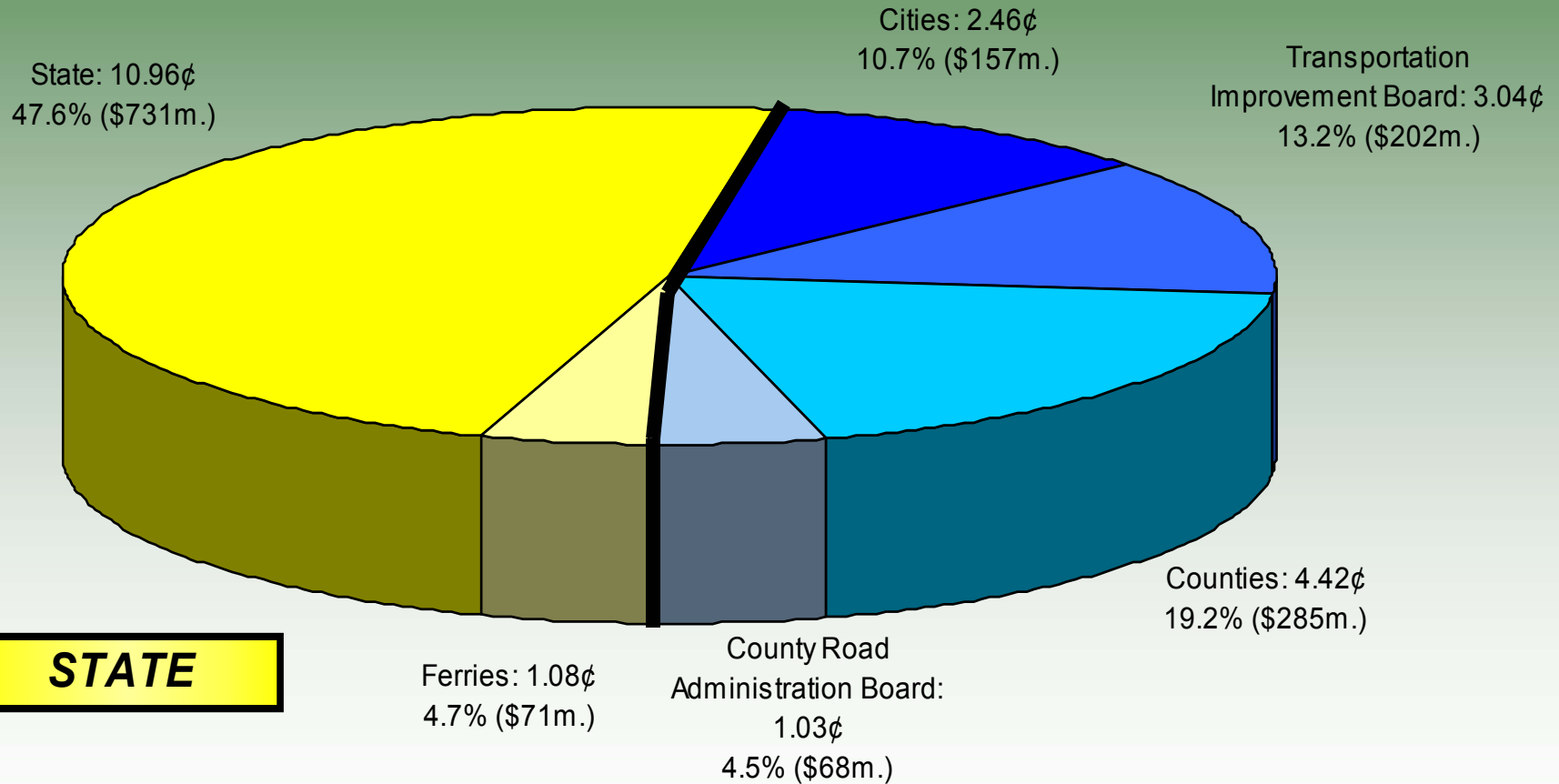


Distribution of the 23 Cent Gas Tax

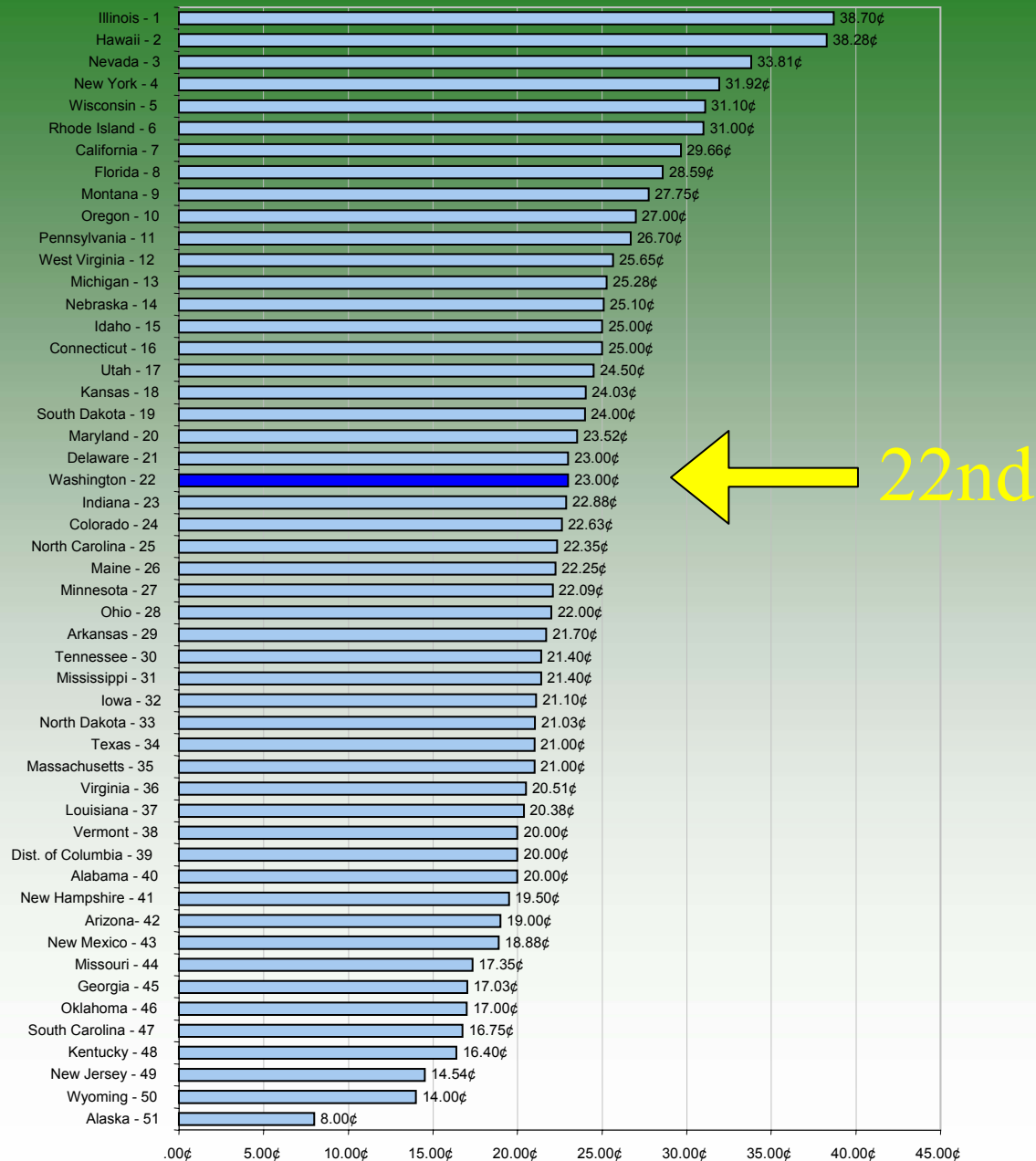
2003-05 Biennium

Total Revenue = \$1,516 m.

LOCAL



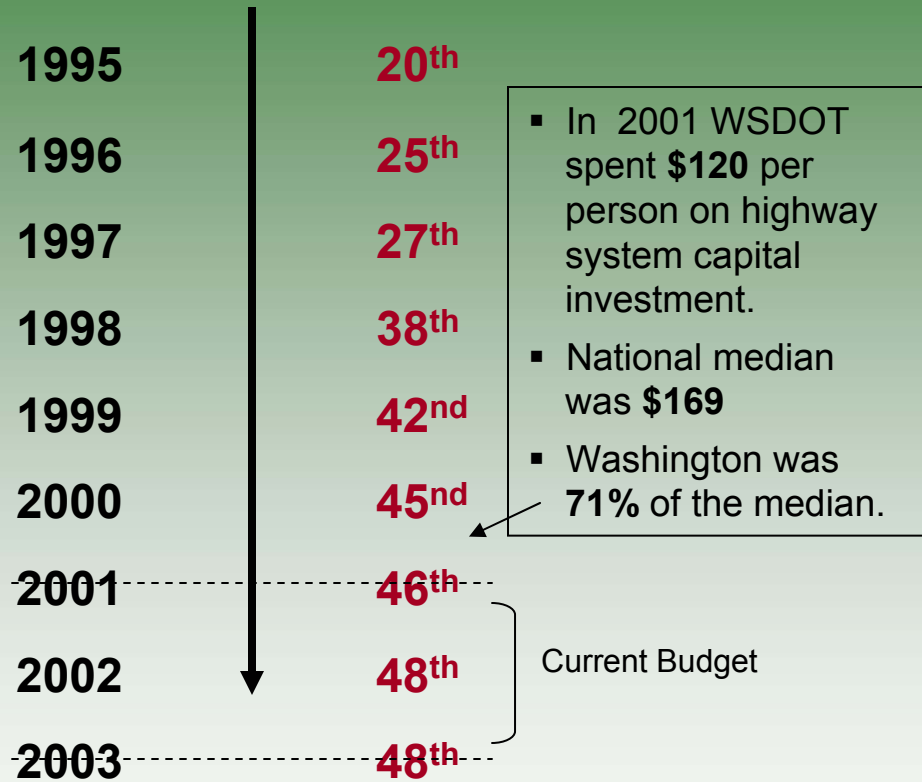
State-by-State Combined State and Local Fuel Tax Rate Comparison



As of December 31, 2002

State Investment per Person

Since 1995, Washington state capital outlays for highways (including ferries) as reported by USDOT have been in freefall relative to other states.



Source:
1995 – 2001 USDOT.

2002-2003 projected data for WSDOT based on current budget.

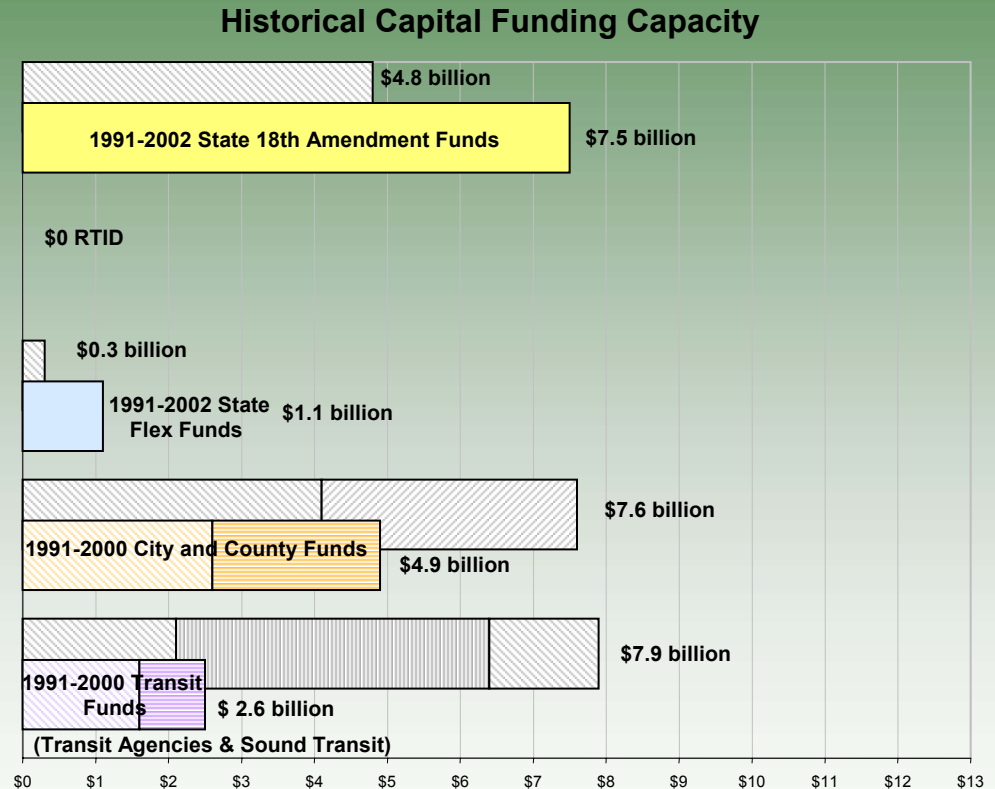
2004-2013 projected data based on Senate proposal
(assumes no population or investment level changes in other states. Washington's ranking in any year will depend on actual spending and population)

Tacoma Narrows Bridge not included.

How would this compare to the previous decade?*

Here is how available amounts for the next 10 years compare to what was invested roughly over the previous decade (1991-2002)

- Preservation investment in highways and ferries; very few new highway additions. →
- No special funding for regional needs. →
- Little rail capital investment; limited support for passenger-only ferries. →
- Funds for city and county roadway and non-roadway transportation systems preservation and improvements. →
- Funding for transit projects and investments supported by local voters. →



*Capital investment only.

Recovery Strategy

1. Must be different from Referendum 51
2. Must improve quality of life
3. Must improve economic climate (7E7)

Accountability

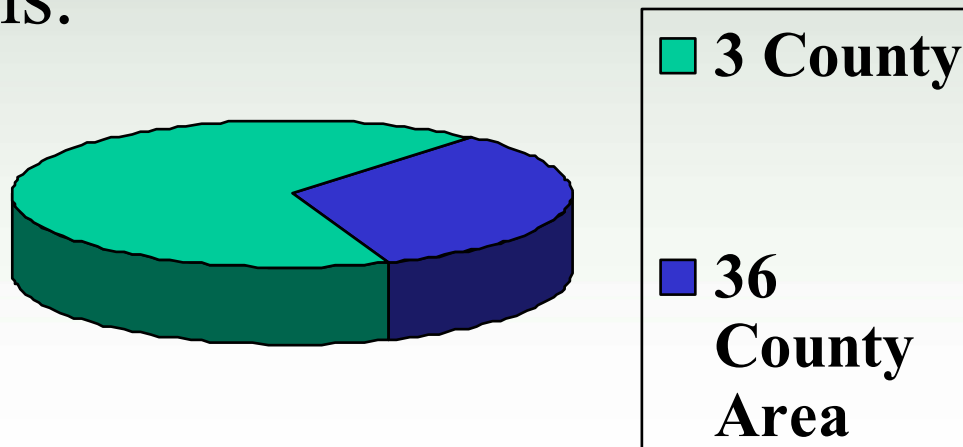
- √ Performance audits (SSB 5748 – signed into law)
- √ Have legislators directly involved in project planning process (ESB 5245 – signed into law)

Efficiency

- ✓ Design/build authorization (Passed 2002)
- ✓ Contracting out, prevailing wage reforms and transportation efficiencies (SSB 5248 – signed into law)
- ✓ Agency reorganization (PSSB 5527 – Senate Rules)
- ✓ Permit efficiency streamlining (ESB 5279 – signed into law)
- ✓ Ferry terminal alternative contracting (SSB 5520 – signed into law)
- ✓ Maintaining passenger ferry service (ESHB 1853 – signed into law)
- ✓ Exercising sound business practices to enhance revenues for WA State Ferries (SSB 5974 – signed into law)

36/3 County Strategy

- Blue Ribbon Comm. – 85% Puget Sound
- Referendum 51 – 79% Puget Sound
- Nickel plan – Sized package on needs of 36 counties with 2:1 funding for 3-county regions.

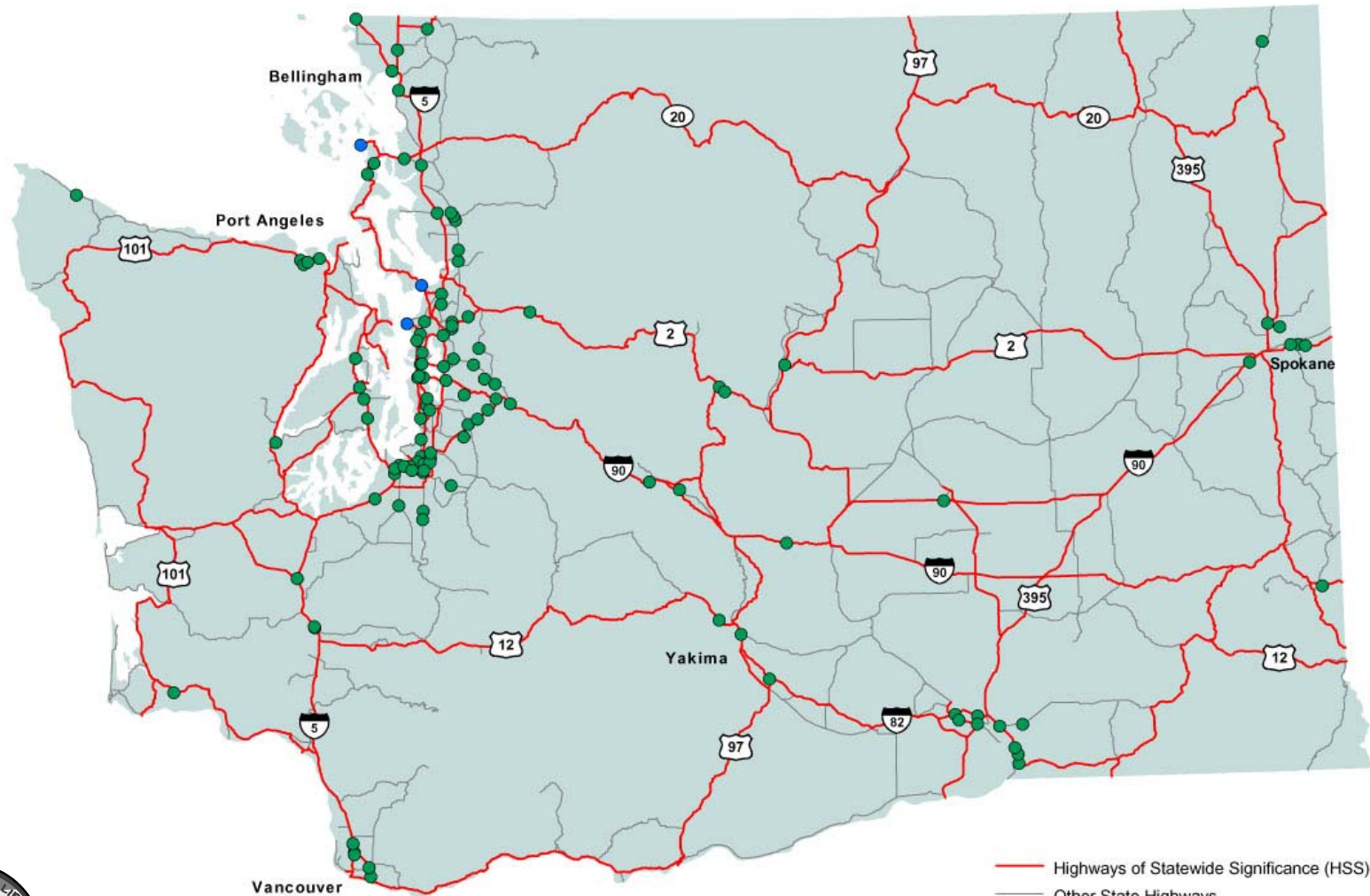


Nickel Plan: Selecting Statewide Projects

- √ Project-driven selection based on an analysis of high-priority factors
 - √ 36-county projects focused on high-accident areas and priority A classification
 - √ 3-county projects chosen strategically to serve as a foundation for future RTID plans



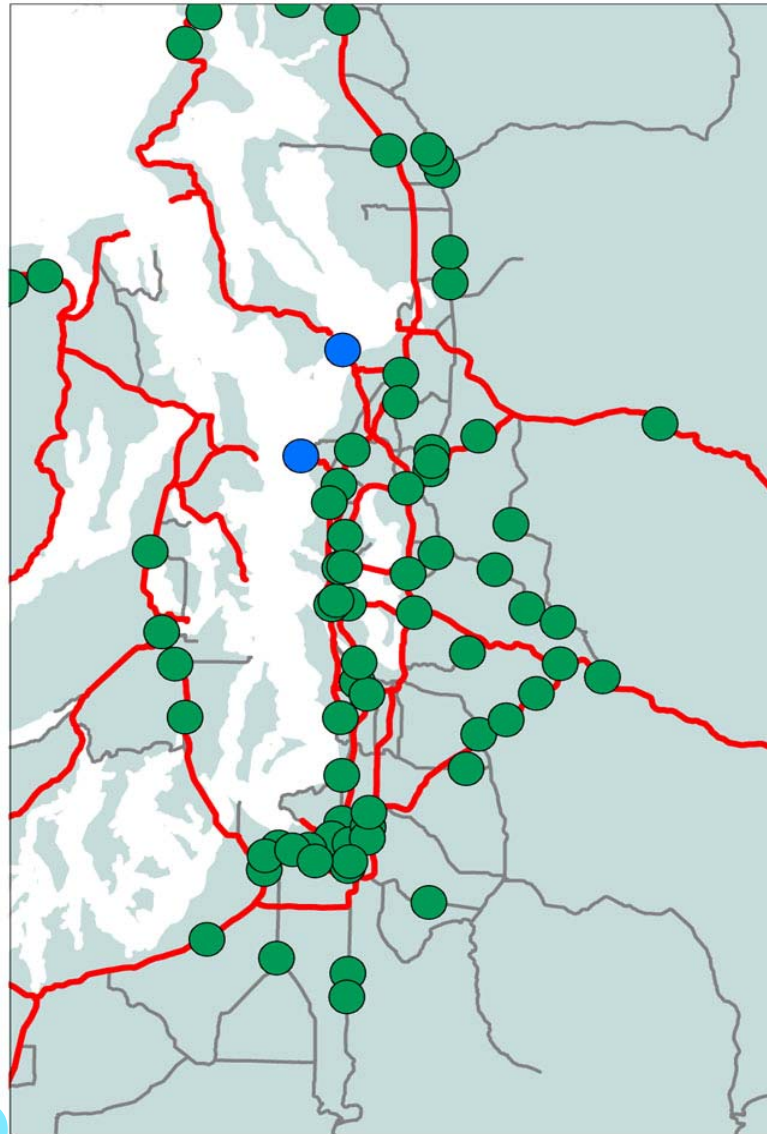
Legislative 2003 New Revenue Highway & Ferry Projects



- Highways of Statewide Significance (HSS)
- Other State Highways
- Highway Projects
- Ferry Projects



Legislative 2003 New Revenue Highway & Ferry Projects



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- Other State Highways
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Nickel Plan: Funding Elements

- **15% increase in truck weight fees and temporary 5-cent-per-gallon gas tax increase goes into the “Nickel account”**
- **0.3% tax on the sale of new and used cars**
- **Bonded**
- **Project list referenced in statute and transmitted to Governor, the Transportation Commission, and the Legislative Evaluation and Accountability Program Committee**

Result:



Provides \$4.173 billion over 10 years

10-Year New Law Statewide Plan

Mobility, Safety and Freight Improvements \$3.407 billion

- 3-County Safety \$57 million
- 36-County Priority Projects \$1.057 billion
- 36-County Safety Projects \$150 million
- King County Priority \$1.176 billion
- Pierce County Priority \$502 million
- Snohomish Priority \$465 million

Ferries \$298 million

- New Auto Boat \$67 million
- Multimodal Terminal and Vessel Preservation \$36 million
- Terminal Improvements \$195 million

Rail \$227 million

- Passenger Rail -- Capital (state portion) \$165 million
- Passenger rail -- Operating (state portion) \$17 million
- Freight Rail Assistance Program \$45 million

Public Transportation \$248 million

- Vanpools \$30 million
- Rural Mobility Grants \$75 million
- Special Needs Grants \$98 million
- Commuter Trip Reduction Grants \$30 million
- Railroad crossings/local roads \$12 million
- Seattle Streetcar \$3 million



TOTAL \$4.1 billion over 10 years

Nickel Plan: How it was negotiated

- Senate plan
 - Bipartisan 6-man team with 3 Republicans and 3 Democrats
 - Floor vote: 15 Republicans, 14 Democrats
- House plan
 - Floor vote: 49 Democrats, 2 Republicans
- How to negotiate between bipartisan plan vs. partisan plan
 - Final negotiations bipartisan and bicameral



Nickel Plan: Vote

- Final passage of HB 2231
 - Senate 38/11* -- Bill Passed
(Ref 51 legislative vote was 30/17)
 - House 60/38* -- Bill Passed
(Ref 51 legislative vote was 75/23)
 - Governor signed bill into law on May 19, 2003



*Votes were bipartisan and
bicameral

Distribution of the 28-Cent Gas Tax

2003-05 Biennium

Total Revenue = \$1,816 m.

LOCAL

State: 10.96¢
40.3% (\$731m.)

Cities: 2.46¢
8.7% (\$157m.)

Transportation Improvement Board: 3.04¢
11.1% (\$202m.)

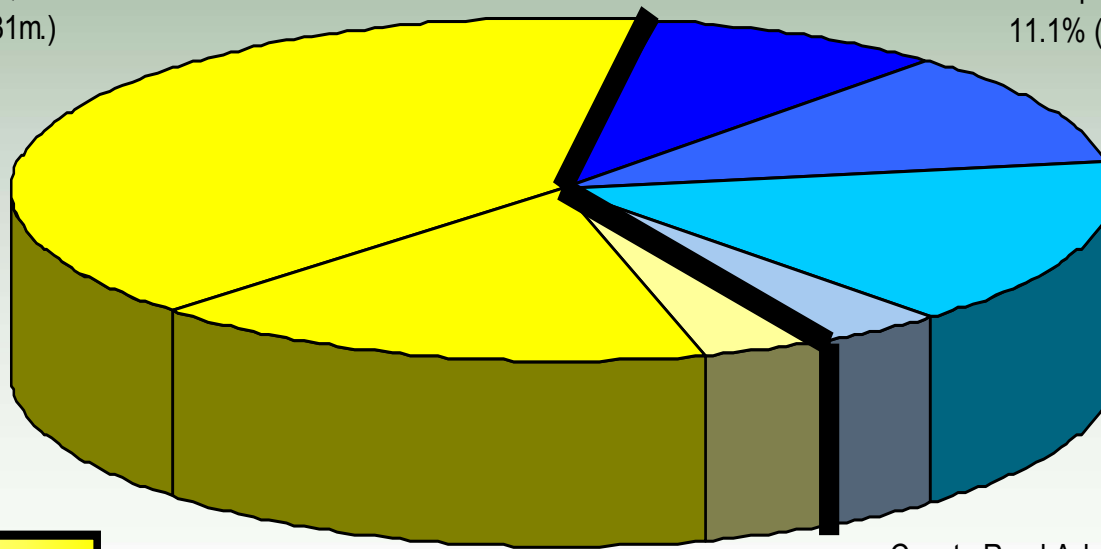
Counties: 4.42¢
15.7% (\$285m.)

STATE

Nickel Account: 5¢
16.6% (\$300.6m.)

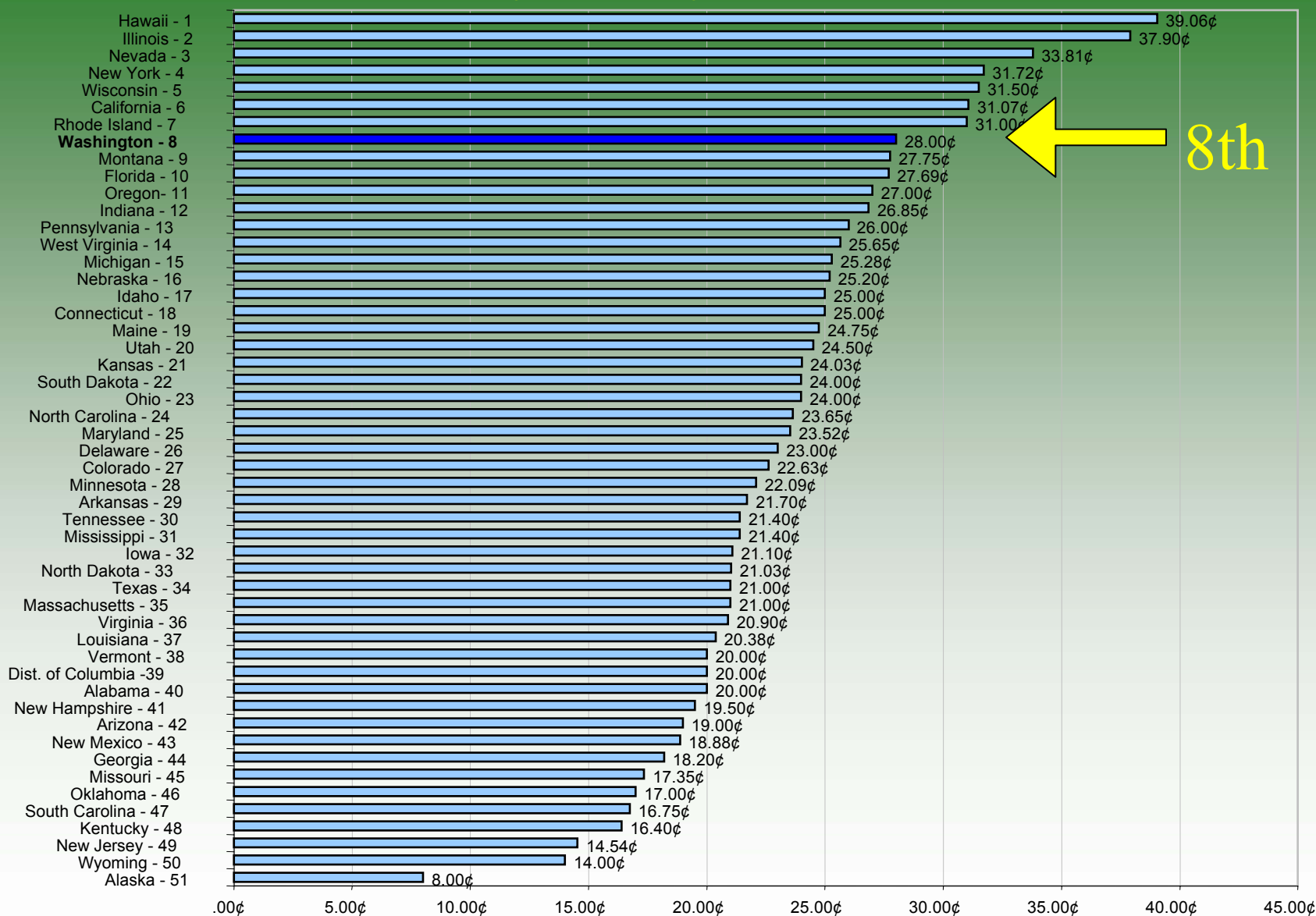
Ferries: 1.08¢
3.9% (\$71m.)

County Road Administration Board: 1.03¢
3.7% (68m.)



State-by-State Combined State and Local Fuel Tax Rate Comparison

Preliminary Look at July 1, 2003*



* Legislation is still pending in several states which could affect the ranking order as shown

State Investment Per Person

Since 1995, Washington state capital outlays for highways (including ferries) as reported by USDOT have been in freefall relative to other states.

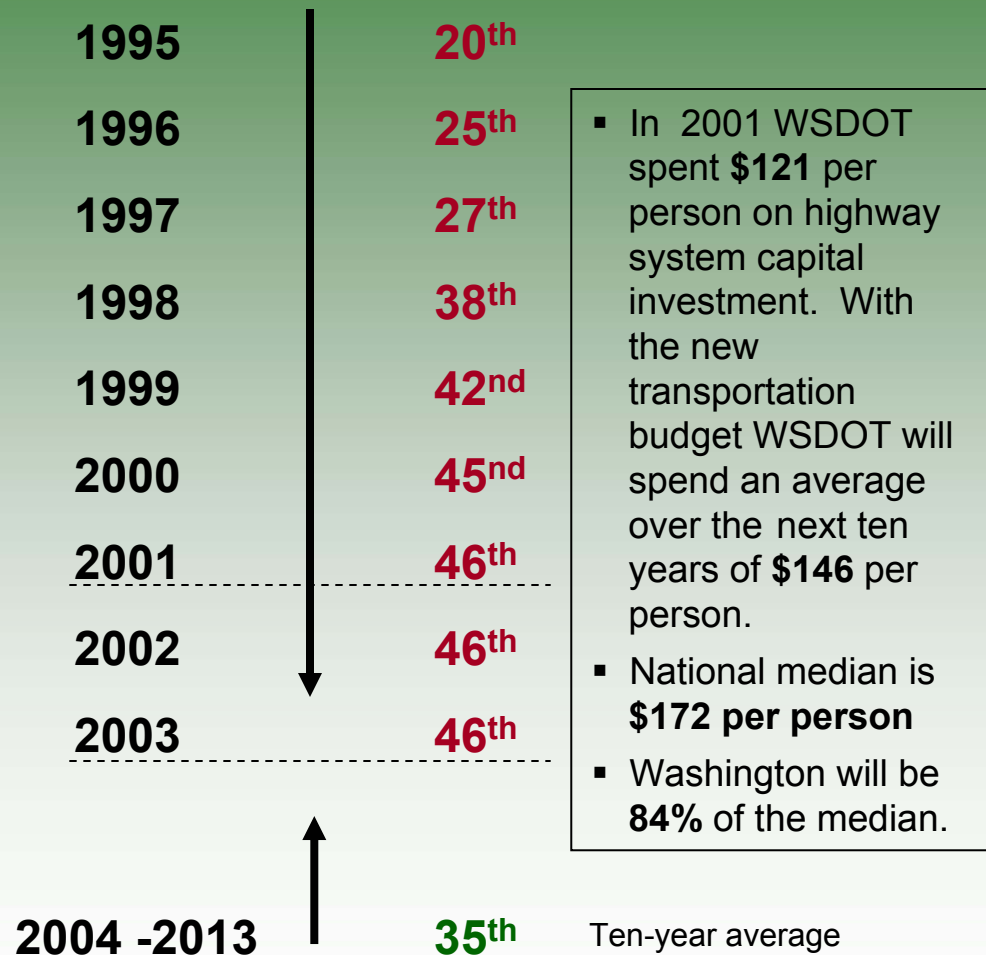
The 2003 Transportation Funding Package is projected to raise Washington's ranking from 46th in the nation to 35th.

Source:
1995 – 2001 USDOT.

2002-2003 projected data for WSDOT based on current budget.

2004-2013 projected data based on the Washington State Transportation Budget enacted by the Legislature (SSB 5401) (assumes no population or investment level changes in other states. Washington's ranking in any year will depend on actual spending and population)

Tacoma Narrows Bridge not included.



Key Elements for Success

- Having vision is a prerequisite for success
- Maintaining project-orientation is crucial
- Realizing that growth management requires increased capacity of transportation corridors
- Understanding that highways are corridors – transit is a mode
- Recognizing that transportation is a never-ending problem